

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1-9 (canceled).

10. (currently amended) A method for damage limitation in the event of an offset frontal collision between two motor vehicles, with a first signal which signals an imminent collision triggering the steerable front wheels (9, 10) to turn inward from an initial position in opposite directions very quickly, wherein at least one of the steerable wheels is very quickly moved back to the initial position again if either no collision has taken place within a certain time after the first signal or if a second signal which is transmitted by a further sensor (22) signals the collision which actually occurs, with the initial position being the position which the wheels were in at the time the first signal was transmitted.

11. (currently amended) The method as claimed in claim 10, wherein the first signal is generated by ~~the~~ a direction and distance data which is repetitively recorded by at least one sensor (20; 20', 20'') being evaluated on ~~the~~ a basis of criteria, and the first signal being transmitted when ~~the~~ a result of the evaluation determines a collision probability which is above a predefined value.

12. (previously presented) The method as claimed in claim 10,

wherein, when the second signal is transmitted, only the steerable wheel (9) on the collision side is moved back to its initial position and the other wheel (10) remains turned.

13. (previously presented) The method as claimed in claim 12, wherein the wheel (10) which is not on the collision side is moved back to the initial position only when the yaw rate of the vehicle is virtually zero.

14. (previously presented) The method as claimed in claim 10, wherein both wheels (9, 10) are moved back to their initial position again if the second signal is not transmitted within a specific period of time.

15. (previously presented) The method as claimed in claim 12, wherein the first signal triggers the wheels to turn at a time which depends on the speed at which the two vehicles approach one another.

16. (currently amended) A motor vehicle ~~having~~ comprising an apparatus for damage limitation in the event of an offset frontal collision, ~~with wherein~~ the motor vehicle ~~having~~ has a steering apparatus (13, 14, 15, 16) which is associated with the front wheels (9, 10), ~~characterized in that~~ at least one reversible actuator (17; 17', 17'') with a very fast-acting power source is provided in the steering apparatus (13, 14, 15, 16) and influences the turning of the steerable wheels (9, 10) via connecting elements (15', 15'') such that the wheels (9, 10) can be turned both in opposite directions from an initial position and at least one wheel (9) can be moved back to the

initial position, the apparatus comprising means for generating a first signal for signalling an imminent collision and triggering the steerable front wheels (9, 10) to turn inward in opposite directions, first means for sensing that no collision has taken place within a certain time after the first signal, second means for generating a second signal for signalling that a collision has actually occurred, wherein at least one of the steerable wheels is very quickly moved back to the initial position upon a signal from either the first means or the second means.

17. (previously presented) The motor vehicle as claimed in claim 16, wherein two actuators (17', 17'') with an external power source are provided, with each actuator being associated with a steerable wheel (9, 10).

18. (previously presented) The motor vehicle as claimed in claim 16, wherein the actuator (17; 17', 17'') is an electric motor.